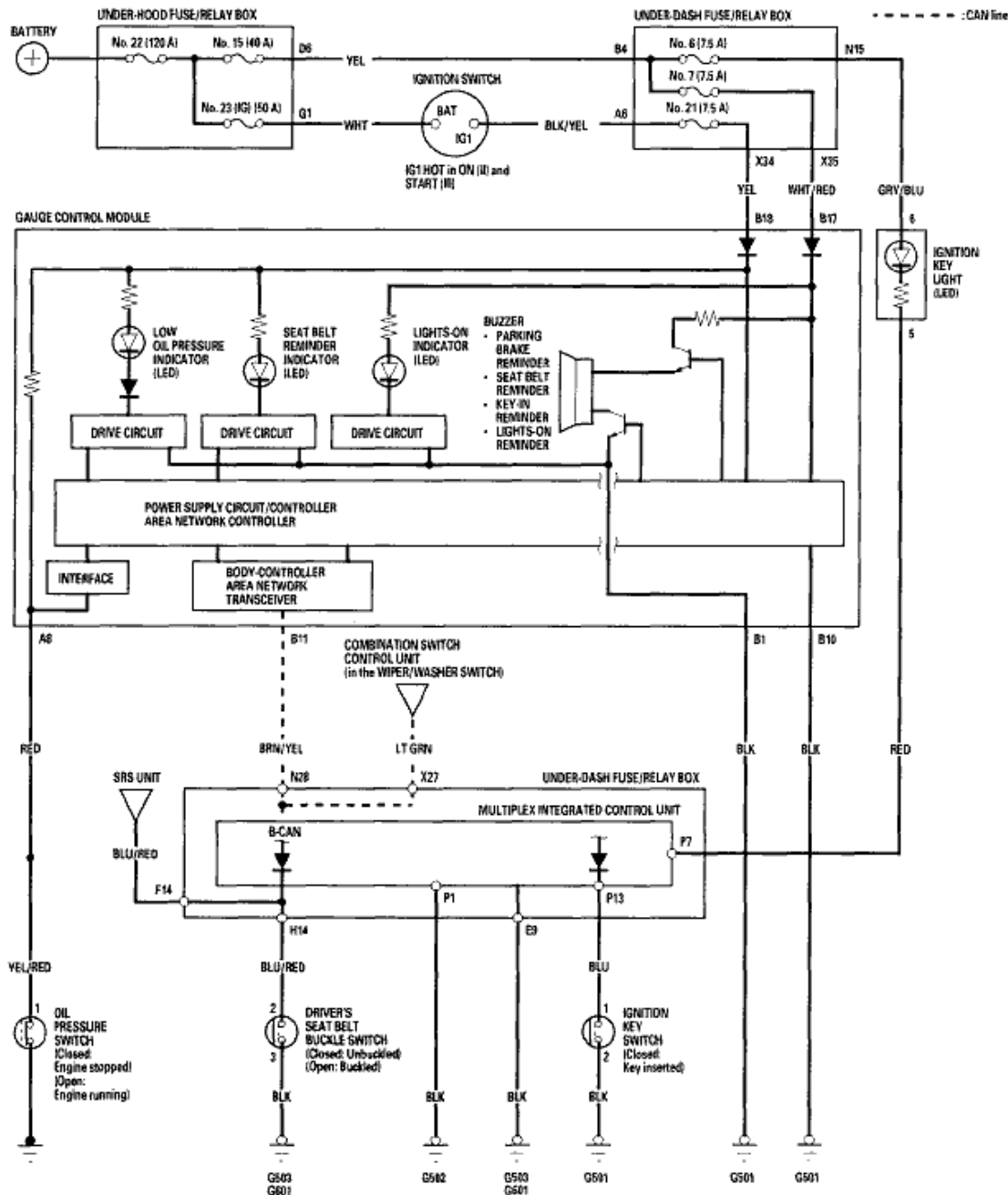


2007-2008 ACCESSORIES AND EQUIPMENT

Reminder Systems - TL

CIRCUIT DIAGRAM

**Fig. 1: Reminder Systems - Circuit Diagram**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

CONTROL UNIT INPUT TEST

1. Before testing, troubleshoot the multiplex integrated control system using B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

Multiplex Integrated Control Unit

2. Turn the ignition switch OFF.
3. Remove the left kick panel (see **TRIM REMOVAL/INSTALLATION - DOOR AREAS**).
4. Disconnect under-dash fuse/relay box connectors F, H and P.

NOTE: All connectors are shown from wire side of female terminals.

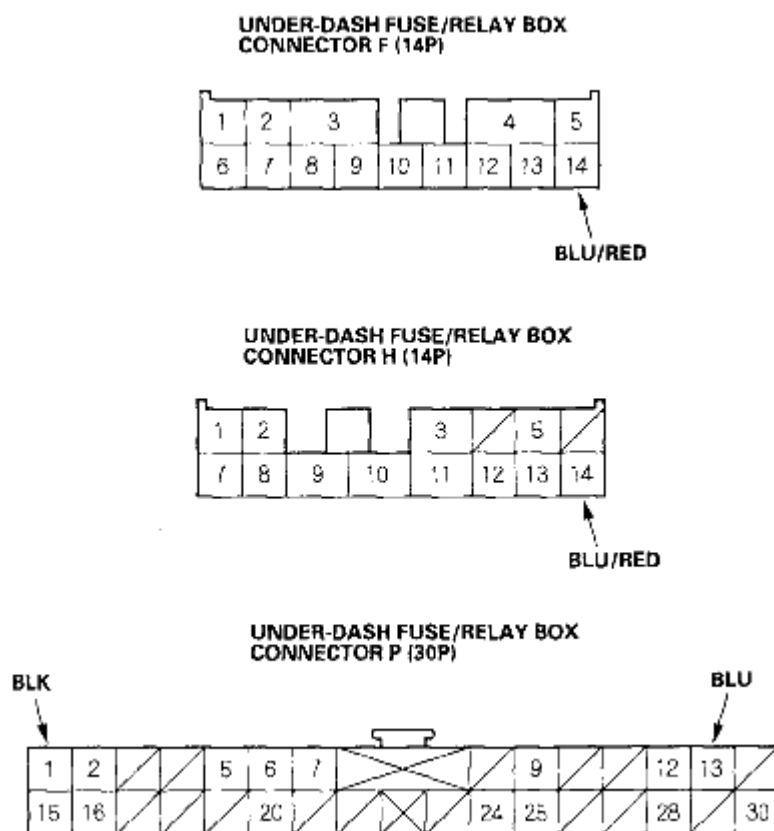


Fig. 2: Identifying Under-Dash Fuse/Relay Box Connectors
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals are OK, go to step 6.
6. Reconnect the connectors. Turn the ignition switch ON (II) and make these input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step 7.

TEST CONDITION CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
			Measure the	• Faulty driver's seat belt buckle switch

F14 H14	BLU/RED	Ignition switch ON (II), driver's seat belt is unbuckled.	voltage to ground: There should be less than 1 V.	- Poor ground (G503, G601) - An open in the wire
		Ignition switch ON (II), driver's seat belt is buckled.	Measure the voltage to ground: There should be 5 V or more.	- Faulty driver's seat belt buckle switch - Faulty under-dash fuse/relay box - A short to ground in the wire
P13	BLU	Ignition key in the ignition switch.	Measure the voltage to ground: There should be less than 1 V.	- Faulty ignition key switch - Poor ground (G501) - An open in the wire
		Ignition key out of the ignition switch.	Measure the voltage to ground: There should be 5 V or more.	- Faulty ignition key switch - A short to ground in the wire

7. Turn the ignition switch OFF.
8. Remove the gauge control module (see **REWRITING THE ODO DATA ON A NEW GAUGE CONTROL MODULE**).
9. Disconnect gauge control module connectors A and B.

NOTE: All connectors are wire side of female terminals.

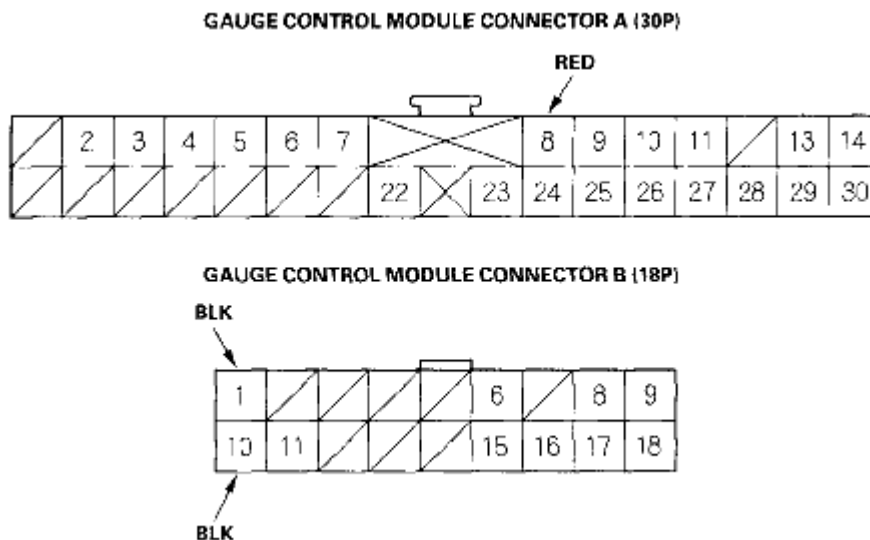


Fig. 3: Identifying Gauge Control Module Connectors A And B
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals are OK, go to step 11.
11. With the connectors still disconnected, make these input tests at the connector.
- If any test indicates a problem, find and correct the cause, then recheck the system.
 - If the input tests prove OK, go to step 12.

TEST CONDITION CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A8	RED	Engine OFF	Check for continuity to ground: There should be continuity.	• Faulty oil pressure switch • An open in the wire
		Engine running	Check for continuity to ground: There should be no continuity.	• Mechanical problem in the engine • Faulty oil pressure switch • A short to ground in the wire

12. Reconnect the connectors, and make these input tests at gauge control module connector B.
- If any test indicates a problem, find and correct the cause, then recheck the system.
 - If the input tests prove OK, go to step 13.

TEST CONDITION CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
B1 B10	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G501) • An open in the wire

13. Perform the Gauge Self-diagnostic Function (see **SELF-DIAGNOSTIC FUNCTION**).
- If the beeper sounds and the seat belt reminder light flashes, go to step 14.
 - If the beeper does not sound or the seat belt reminder light does not flash, replace the gauge control module.
14. Substitute a known-good gauge control module and recheck the system.
- If the symptom is gone, the gauge control module is faulty; replace it.
 - If the symptom is still present, the multiplex integrated control unit (MICU) is faulty; replace the under-dash fuse/relay box.